**For Sale**

1976 V35B, s/n <###>, N12345

**Asking $81,500**

More pictures here: <dropbox link #1>

Logs here: <dropbox link #2>

Updated <date>

**Basics**Airframe: 4,649.7 TT. I’m flying at about a 60-70hrs/yr pace (12 mo total as of this update is 71.1hrs)
Prop: 721.6 since new, not an overhaul (Jan 2004)
Engine: 1,449.3 since factory zero-time, not an overhaul (Nov 1998)
We took hot compressions after a 30 minute flight on 21-July-2015 at Centerline Aircraft in Scottsdale, AZ:

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Cyl #1 | Cyl #2 | Cyl #3 | Cyl #4 | Cyl #5 | Cyl #6 |
| 70/80 | 70/80 | 71/80 | 69/80 | 75/80 | 71/80 |

**Weight & Balance**
Empty weight is 2,221.65. Empty CG is 77.76” (one of the best CGs I’ve seen in a V-tail)
Gross weight is 3,400. Useful load is 1,178. Full fuel payload is 734.35.

The aircraft was purchased by the first owner in AZ (I have the original loan paperwork; Valley National Bank, now Chase). It’s been an Arizona aircraft since new. The first owner was an original tenant in hangar row #2 at Deer Valley. It has been hangared at Phoenix Deer Valley ever since except May-December 2013 while I was waiting for a new hangar to open up. It was kept under covered parking at Falcon Field during that time. There is Z-E-R-O internal airframe corrosion and the engine internals are spotless (pulled cyls and looked in May 2014). This is the epitome of a “dry climate” airplane.

**The engine** was zero-timed by the TCM factory (not just overhauled) in November 1998 and has 1,449.3 SFRM

* 285HP IO-520-BA with heavy case, seventh stud mod, and the VAR crank (no AD)
* Replaced front bearing seal in 2013
* Heavy starter & starter adapter overhauled in 2013
* Gamis and an EDM700 with fuel flow options installed in May 2014
* I replaced all 12 lifters in May 2014 which required us to remove all of the cylinders. I had my IA look all around the engine for signs of corrosion with special attention on the cams. The engine internals are spotless and the cams are in great shape.
* Alternator overhauled in 2014
* Right hand exhaust flange repaired 2014; completely overhauled it in 2015 (added slip joints)
* CHTs do not exceed 380 in the climb and are < 360 in cruise (…and those are Phoenix summer temps). Healthy cyls!
* Oil consumption is one quart per ~15-20hrs
* Oil analysis history is available from Blackstone

If I could keep this plane the engine would be the least of my worries. I’m open to a partnership at DVT or SDL.

**The prop** is a Hartzell Top Prop thee-blade and was installed in January 2004. It has 721.6 since new, not overhauled.

* AD free
* No leaks, no vibration
* Replaced prop hub seal in 2013.

**The airframe** has no damage history. Logs since new are accounted for and have no gaps. The paint is in good condition. I’d give it a 7/10. Not a show winner but still clean and presentable. A new Cee Bailey windshield was installed in January 2003. Side glass is original but is in decent condition.

* Overhauled gear transmission in 2014. Sector gear was in great shape.
* Fresh pitot static IFR cert done June 2015. No leaks, not even a trickle.
* Will cruise a knot or two on either side of the POH TAS between 55% - 75% power

**The interior** was replaced in March of 2005. The seats are light gray and the leather is in great condition. The carpet is clean and the headliner is tight, clean and in great condition. I’d rank the interior an 8/10.

**The avionics** are in good shape and operative. It’s a capable IFR panel:

* Collins Nav/Comms. They’re the original units and work well. Two spare comms included with sale.
* Collins TDR950 Mode C transponder
* Collins AMR-350 audio panel
* Apollo/Garmin GX50 IFR certified GPS (installed September 2003)
	+ Sent to Garmin for repair in late 2014 for all new internal boards and power supplies. Screen is good.
* EDM700 (six cylinder GEM with fuel flow and totalizer; installed 2014)
* STec-30 two-axis autopilot with altitude hold and GPS steering (installed September 2003)
	+ It’s effectively an STec 50 without the back-course function
* 406 MHz ELT replaced the old 121.5 unit (fresh batteries in summer 2014)

Maintenance during my ownership:

|  |  |  |
| --- | --- | --- |
| **2013** | **2014** | **2015** |
| * Prebuy – all the usual stuff
* Forward engine crankshaft seal
* New propeller seal & mounting nuts
* Re-welded step
* New left main tire
* New battery (Concorde RG-35AXC)
* New nose tire
* Lycon starter adapter overhaul
* AirPower starter overhaul (heavy starter)
* New Avstat mixture cable
 | * Annual – all the usual stuff
* Gamis injectors
* EDM700 (GEM + digital FF)
* Replaced all pushrod seals
* Landing gear transmission overhaul
* Inspected and cleaned gear motor
* Rigged landing gear
* Lapped #3 exhaust valve
* Repaired #1 cyl exhaust stud (Varga AZ)
* New #1 piston/rings (Varga AZ)
* Repaired right side #3 exhaust flange
* Lifter inspection & replacement
	+ Removed all cylinders
	+ Replaced all 12 lifters
	+ Visually inspected engine internals
	+ No internal corrosion
	+ All cam lobes are in good shape
* Alternator overhauled by AirPower
* Replaced 406 ELT batteries
* Replaced leaky mag gasket
* Removed and cleaned all four fuel senders
 | * Annual – all the usual stuff
* 500hr spar AD complied with
* Replaced leaking static fittings
* IFR static cert
* New nose wheel bearings
* Overhauled right side exhaust
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